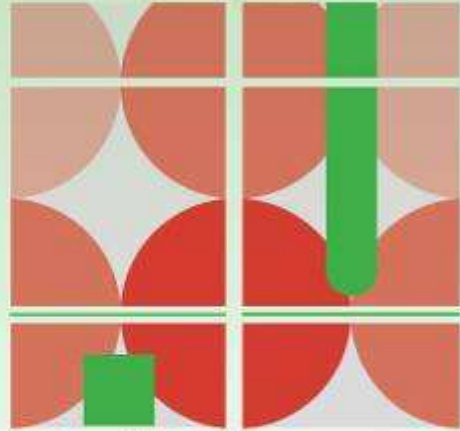


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FOR NEW URBANISM**

6th – 9th February, 2008



## Session 4 – New Urban Regions and Major Urban Extensions



**Tackling  
Western Sydney's  
Urban Growth**

# Stephanie Barker

## Rohan Dickson & Associates

*and consultant to*

*NSW Growth Centres Commission*



Friday 8 February

Session 11.10am

# Background to and Progress of Managing Sydney's Growth Centres



## Metropolitan Strategy:

- 30-40% growth greenfield

## NW and SW Growth Centres:

- 181,000 homes
- 25-30 years
- \$7.5 billion in infrastructure
- Growth Centres Commission

# 2005 Regional Structure Plan



## *New Urban Structure that provides:*

- Environmental outcome that balances urban development and conservation
- Integration of land use and transport planning
- Healthy communities

and is economically achievable

# New Communities



## Stop the sprawl

- Walkable neighbourhoods
- Linked major centres and neighbourhood centres
- Regional and sub-regional transport networks
- Local employment
- Housing mix

# Process

## Enquiry by Design:

- 5 day enquiry by design for each using scenario testing
- Key agencies, local government
- collaborative, interactive process only way to deal with competing and complex issues
- Process used to broker to outcomes with no pre-ordained agendas
- Achieves integrity as outcomes based on enquiry



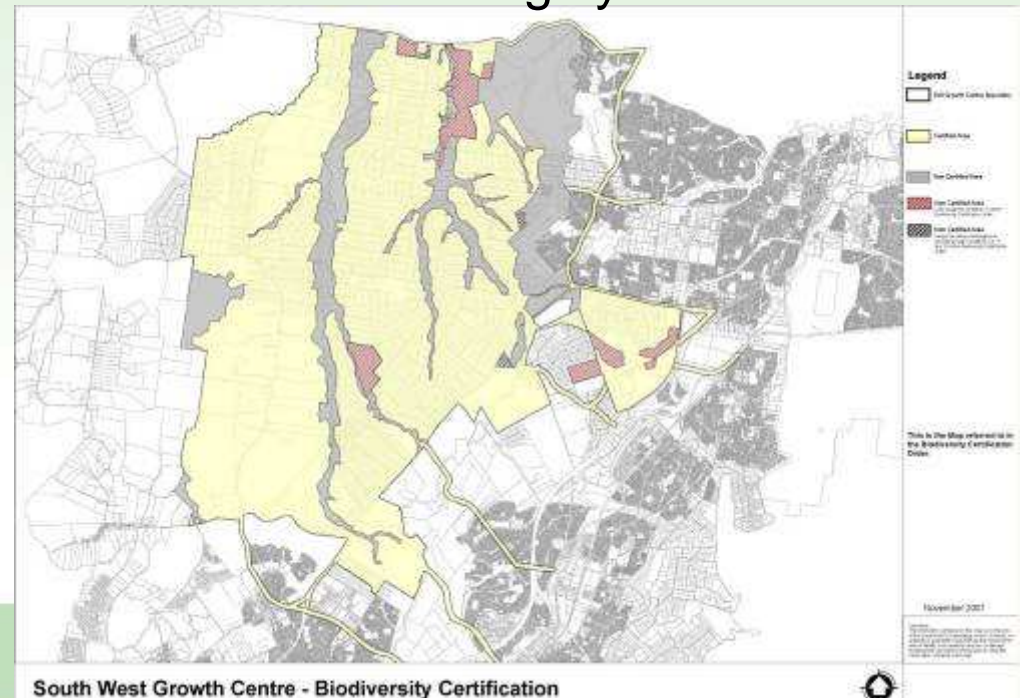
# Regional Conservation

Developable Areas balanced with conservation inside Growth Centre

*Combined major flooding, riparian and core threatened species areas into landscape corridors*

Offsets Approach

Conservation largely outside



South West Growth Centre - Biodiversity Certification



# Regional Conservation



## Regional Conservation Approach “The Green Zone”

*Taken quickly from regional inquiry to statutory plan*

**Community apprehension led to  
new approach - Regional Offsets**

***Note: Regional planning for zoning  
in areas of high fragmentation  
require property level detail***



# Integrated Land Use and Transport

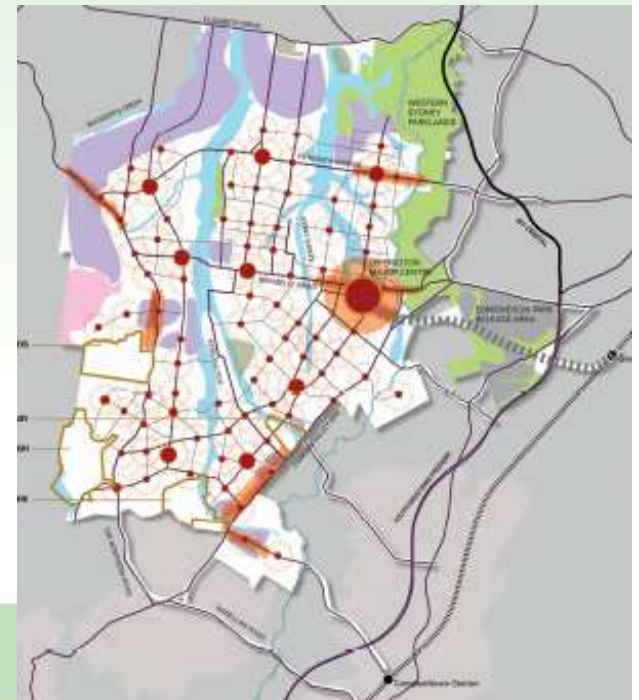
## Structure based on

- areas most suited to development
- forecast land use needs and required transport network



**North West:** link centres to complement existing framework

**South West:** new Major Centre and smaller centres linked by public transport



# Integrated Transport and Land Use

Structure meant to be a tool that each stage fits into a coherent whole:

- however, with a static plan there will be pressures that arise
- must keep explaining it is a guide

## Pressures include:

- Centres location
- Staging pressures
- Mix of land uses and corridors
- Land use economics

## Process Challenges:

- Works in Kind opportunities
- Coordination of agencies
- Continuity



# Economically Feasible

## State Infrastructure Contribution

*“Infrastructure at the same time as development”*

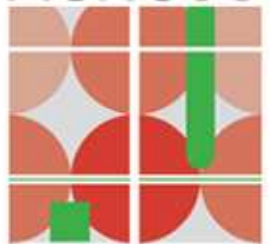
## New Tool needed:

## Growth Centres Commission

- funds planning studies
- coordinate state infrastructure delivery
- Streamlined planning processes
- Regional approach
- Fast track DAs



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# Achievements Since 2005



- Growth Centres Commission established
- State Infrastructure Contribution introduced
- Biodiversity Certification achieved
- Indigenous cultural heritage protocols
- Rivers and Foreshore Act protocols
- Development Code

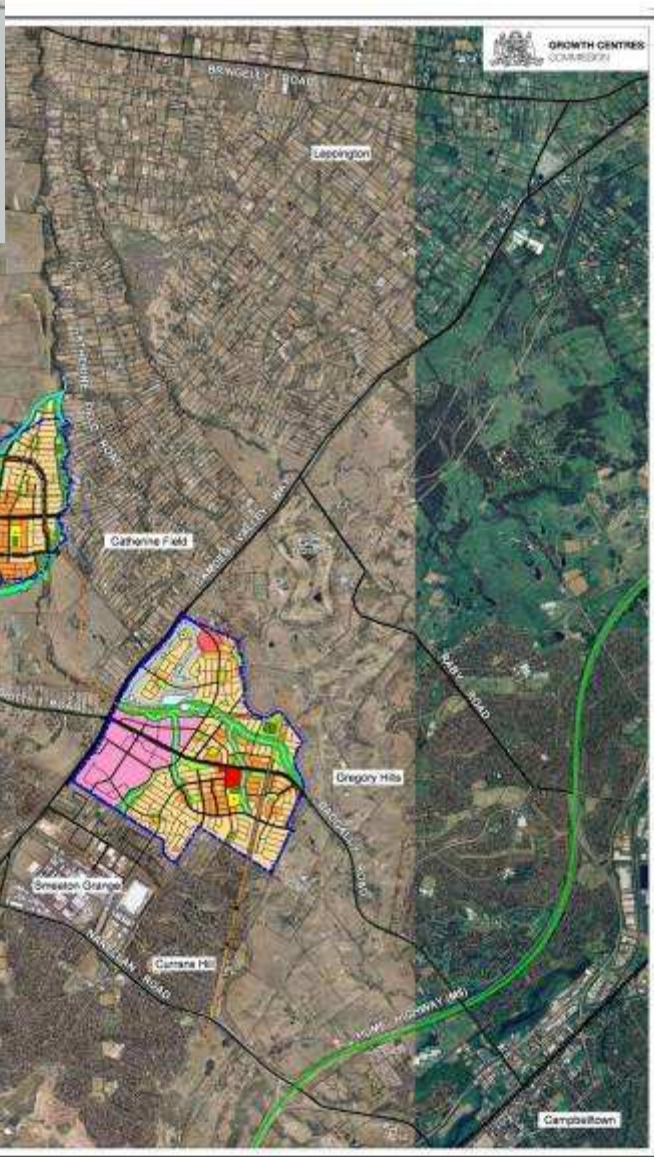
## ***Planning underway in North West:***

- Five precincts, 21,500 lots
- rezoning programmed for 2008/09

## ***Planning underway in South West:***

- Two precincts rezones 11,500 lots
- Two further precincts 8,000 under consideration

# First Releases: Rezoned



**South West Growth Centre:**  
First stages: 11,500 homes

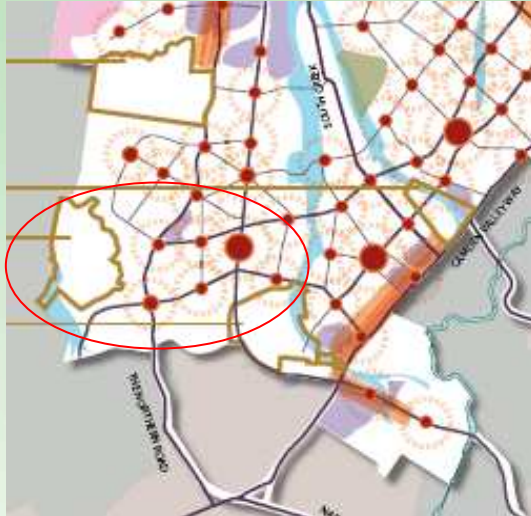
## ***Oran Park***

- 7,500 homes
- 18 ha employment lands (4120 jobs)
- 50,000 sqm town centre and 2 neighbourhood centres

## ***Turner Road***

- 4000 homes
- 96 ha employment lands (5,000 jobs)
- 15,000 sqm town centre

# Oran Park



## Evolution of Structure

- Staging of links to adjoining areas over time
- 20% increase in major centre
- adjustment of neighbourhood centres into larger consolidated centres

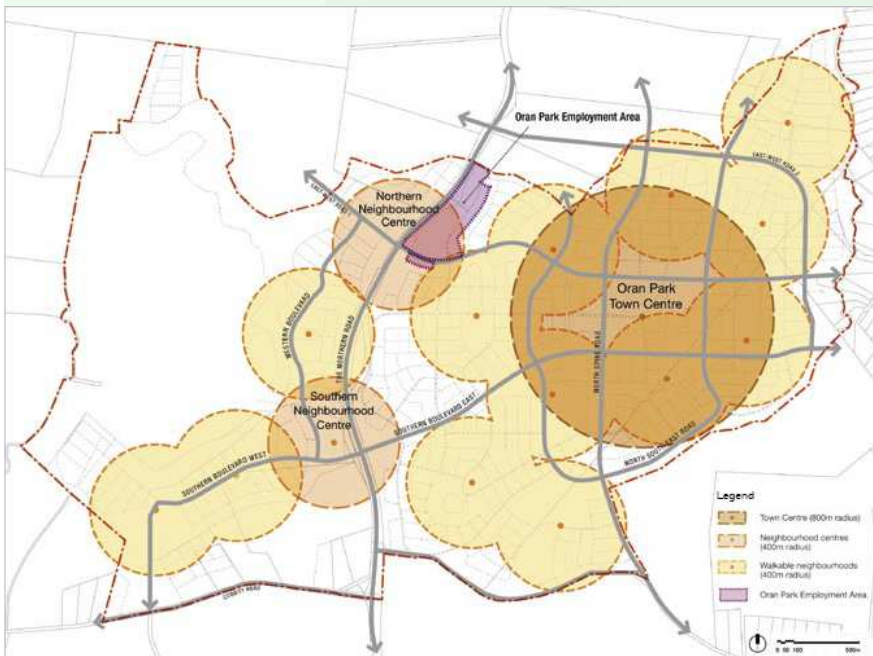
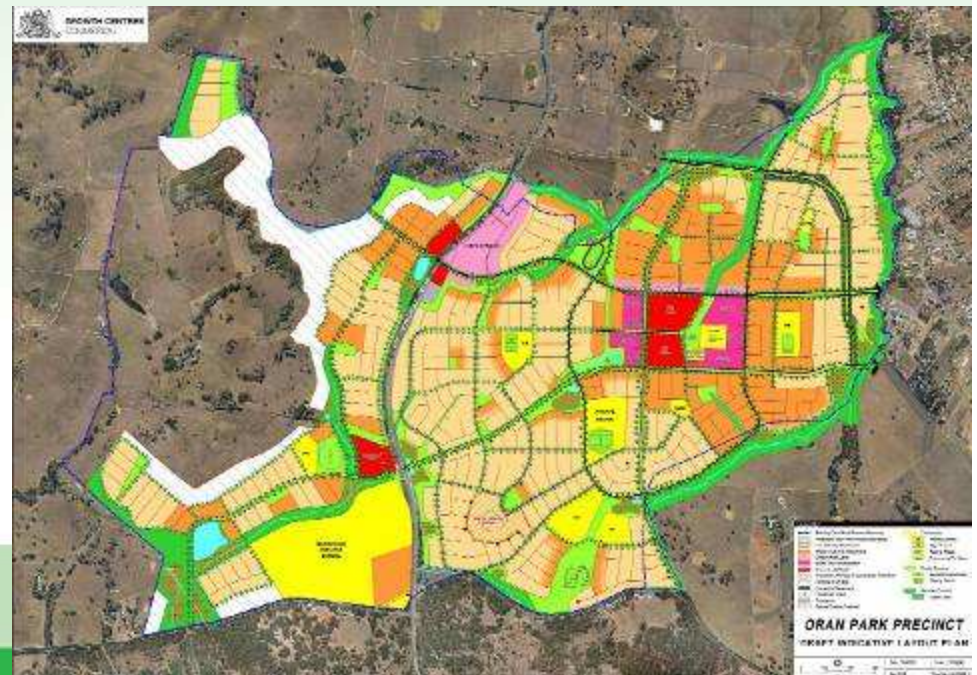
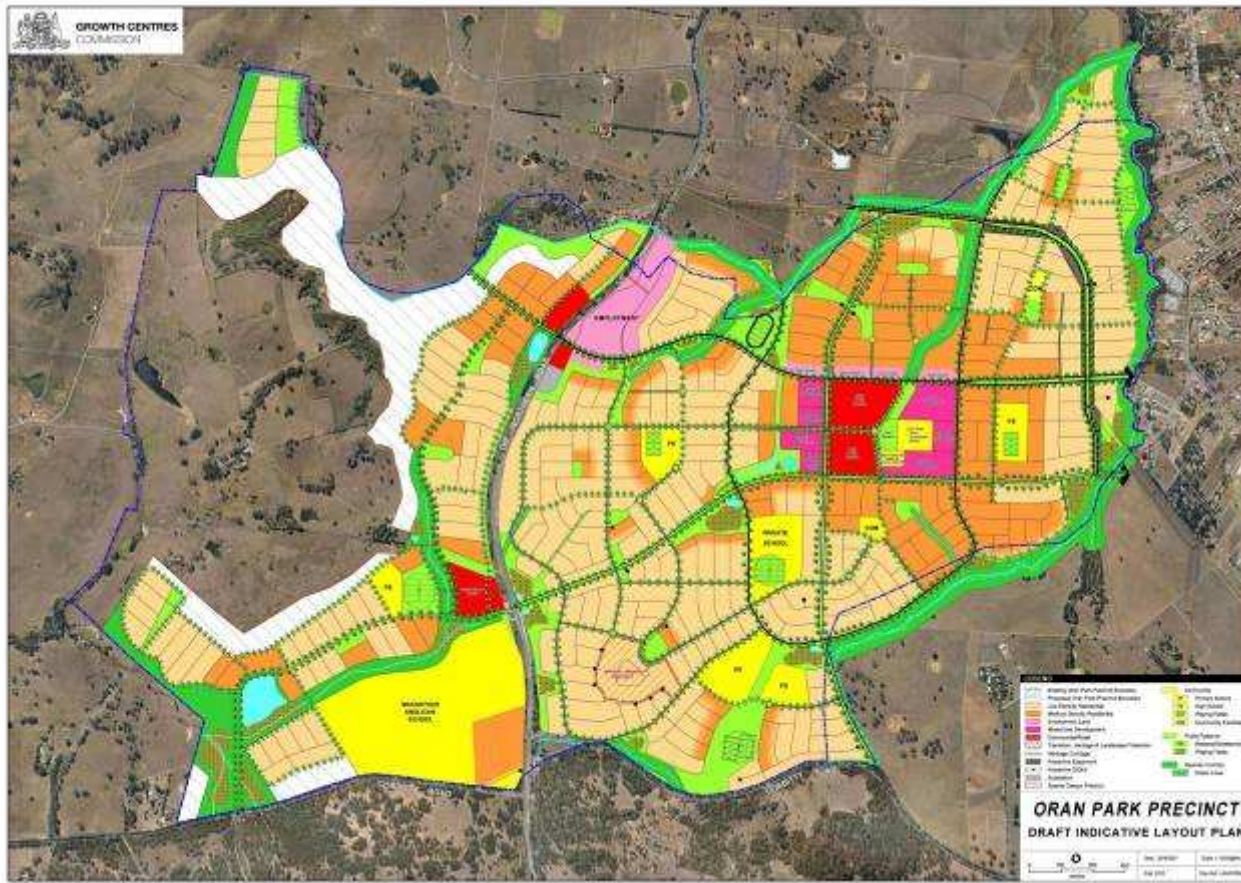


Figure 14 - Walkable neighbourhoods



# Oran Park



**Density Mix:**

7,500 homes

59% detached

32% attached

9% apartments

Does the consolidated urban structure support this ?



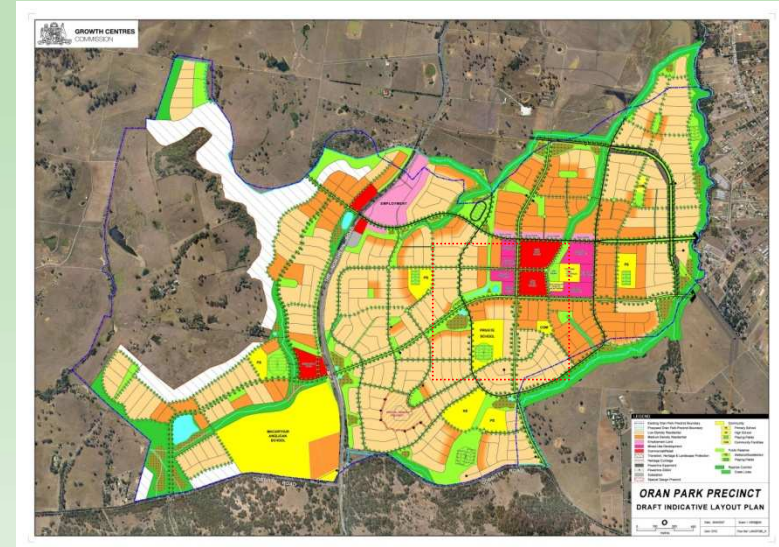
# Oran Park

## Town Centre proposes:

- street edge and sub street car parking
- Active edges to all street frontages
- Adjoining mix use
- Links to education precincts

## Challenges

- Pressure for increased retail
- structure plan maintains Leppington as major centre
- still to negotiate detail/delivery





# Oran Park

## Accessibility:

- Pedestrian and cycle links
- Sub-regional links

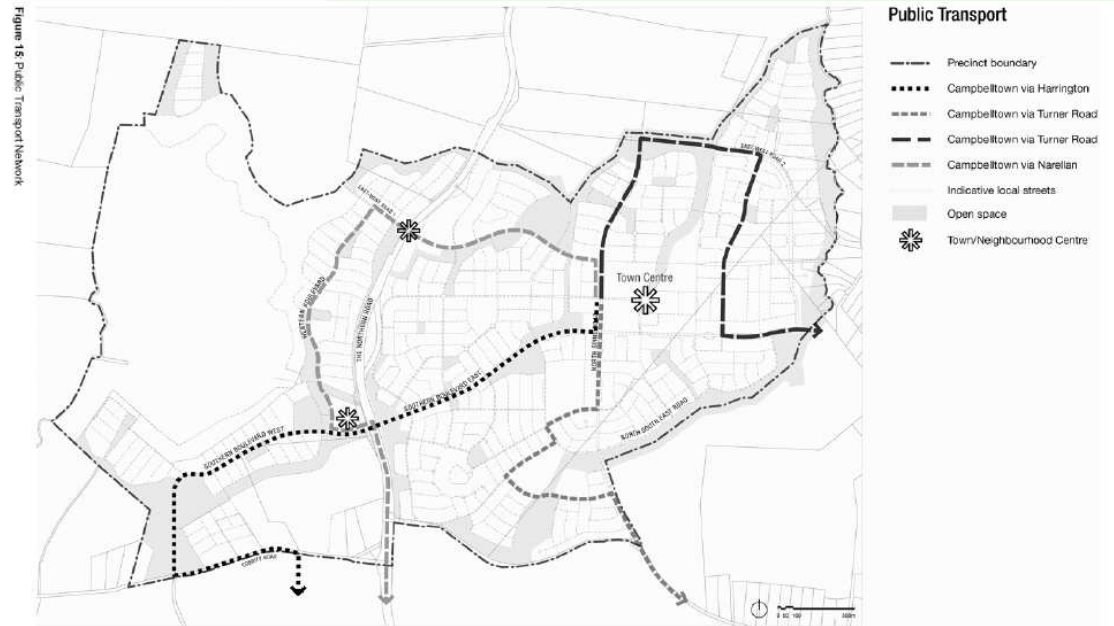


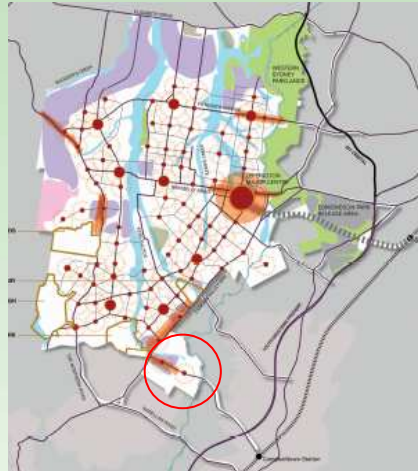
Figure 18 Public Transport Network

## Challenges

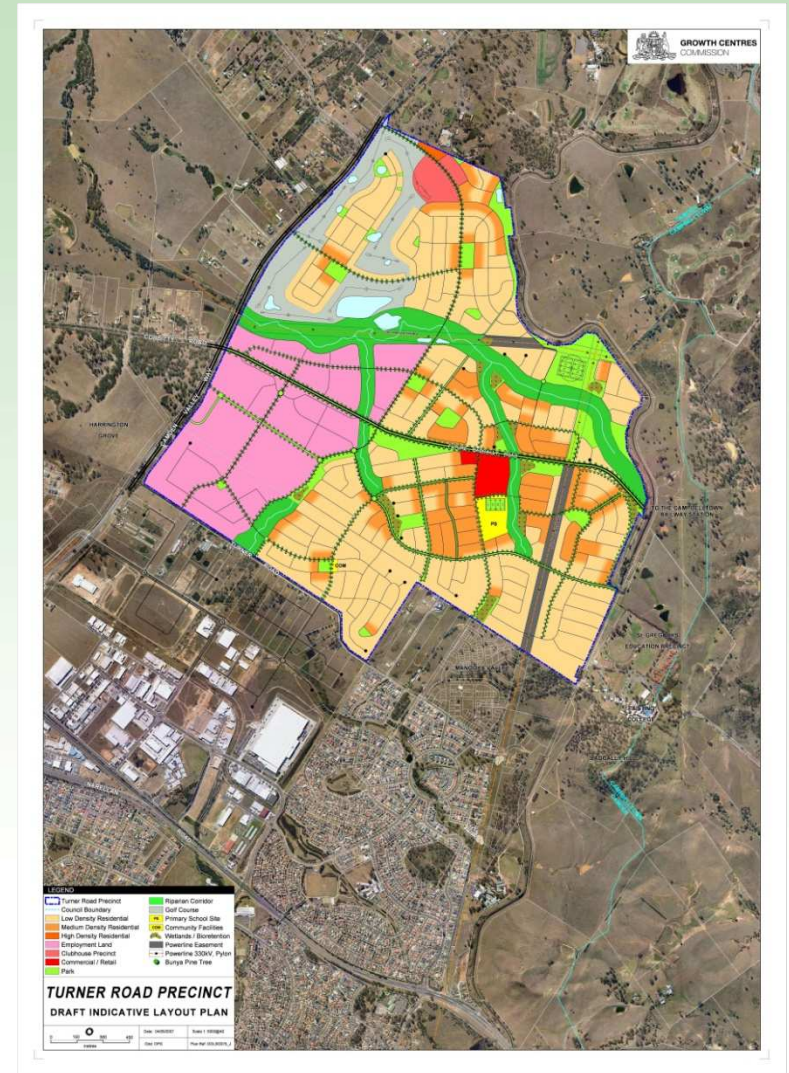
- Bus routes
- Staging
- Links into poor urban form

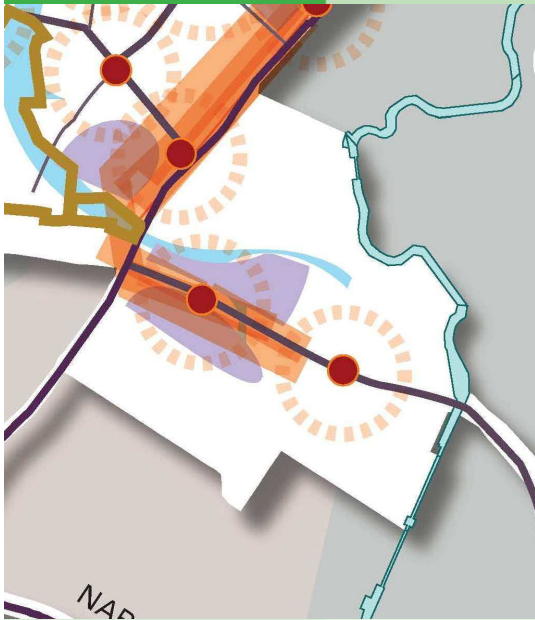


# Turner Road



- 4020 homes
- 96 ha employment lands (5,000 jobs)
- 15,000 sqm town centre
- 27 km walking and cycle routes
- 77 ha open space





# Turner Road

## Enterprise corridor and employment lands

Structure plan vision for “enterprise corridor”

- a mix of retail, commercial and medium density residential

### Challenging:

- commercial typologies
- building design
- market conservative

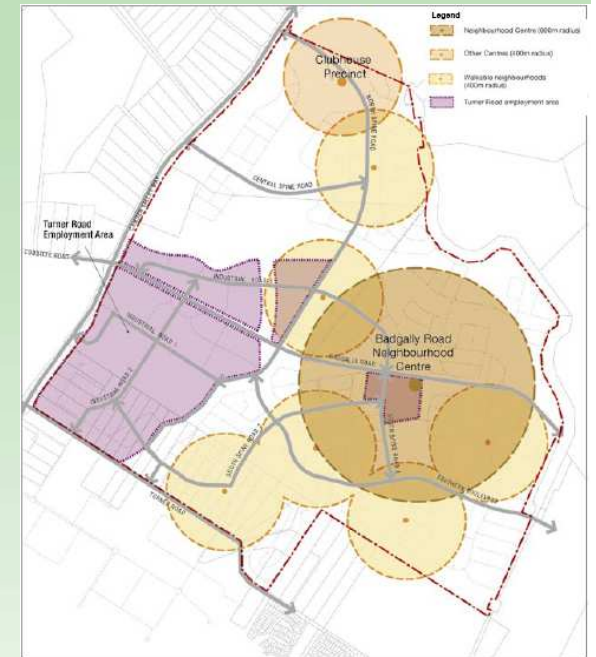


Figure 10 - Valuable neighbourhoods Source: Jackson Thorne

# Turner Road

## Evolution of Structure

### *Arguments:*

- topography
- existing land uses
- land use mix proposed

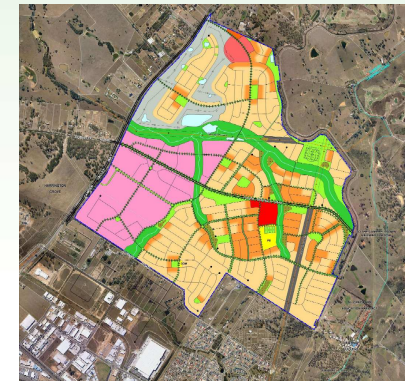
### *Response to complexity:*

- more standard urban form
  - Adjusted densities
  - Less links to urban areas

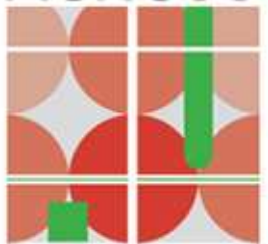
*Vision for mix.....*



*unmixed....*

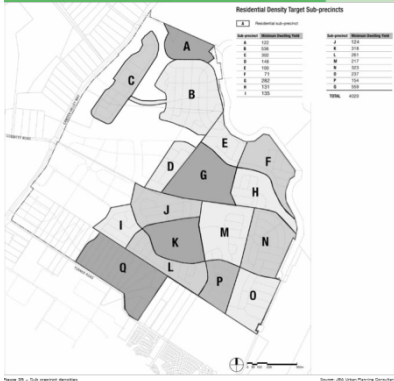


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# Turner Road



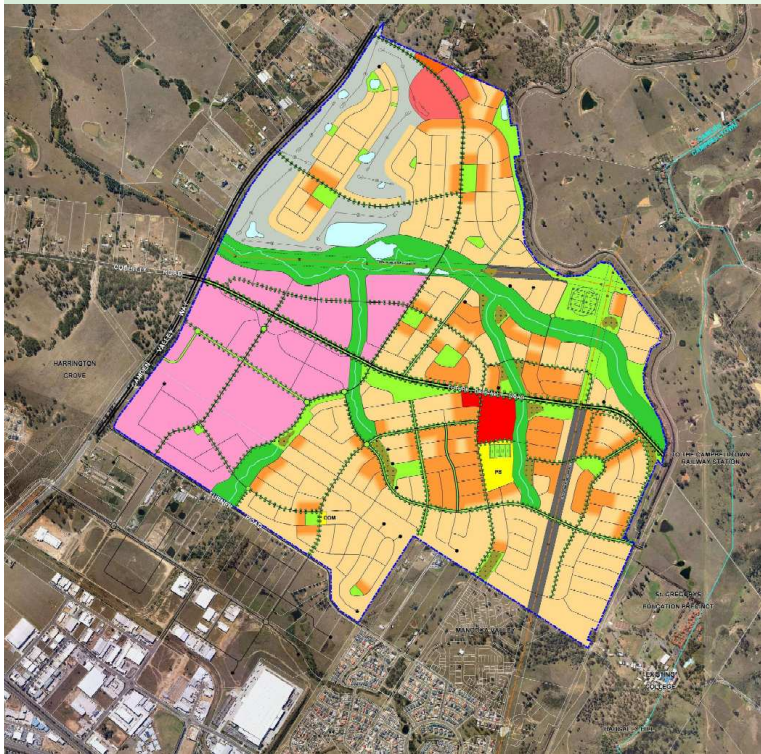
## Density

- 4000 homes
- 70% detached
- 25% attached
- 5% apartments



## Accessibility

- issues with connectivity to adjoining areas

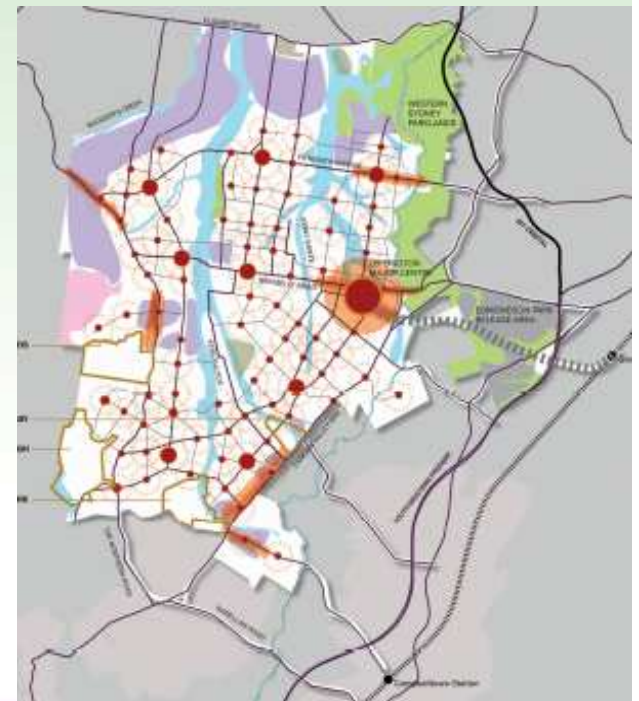


## Town Centre

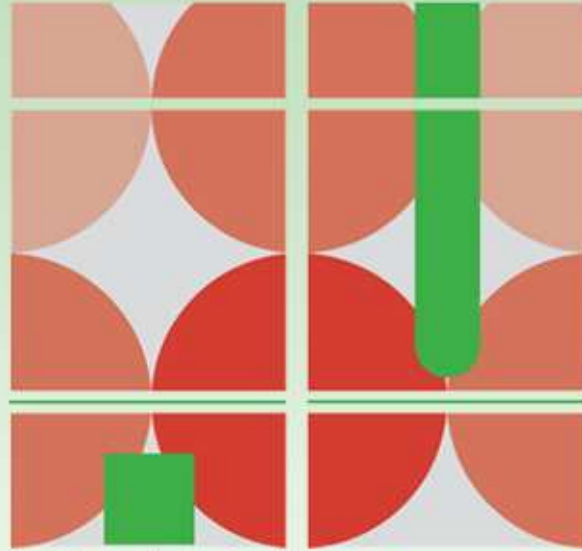
- typical town centre
- integrated entertainment precinct

*The cumulative effect of trade-offs in the delivery of New Urbanist projects*

# Tackling Western Sydney's Urban Growth



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